wert foot passengers and rehicles from it. The present report is upon the first proposition only. It appears that the present average width of the roadway is forty feet nine inches, and that of the sidewalk nineteen feet seven and a half inches on each side. The sidewalk, however, varies at various points; at Rector street it is nearly twentythree feet, at Tenth street only sixteen and a half. The sverage width of the stoops is seven and a half feet, and of platforms five and a bulf. The hydrants and lamp-posts, awning-posts and trees make a further encroachment, so that the actual average of sidews k available for pedestrians is reduced to about ten feet. After a full discussion of these points, the Committee conclude to offer an ordinance reducing all the sidewalks from the Battery to Vesev street to sixteen feet on the west side, and eighteen feet on the east side; Vesey to Casal, eighteen and a haif; Canal to Fourteenth, nineteen feet; to reduce all stoops, railings and projections to five feet from the walls; to remove hydrants into side streets, and to take away lamp and awaingposts and trees altogether, leaving the lamp-posts to be set within the five feet nearest the buildings. the light being suspended over the sidewalk in a bracket. Awnings attached to the buildings are to be permitted to the extent of ten feet only. It is Salso proposed to groove the pavements, to increase the width of Broadway at the Bowling Green, and to widen Whitehall street and State street.

These are the general features of this plan for relieving Broadway. There are some police regulations added which are only the reënactment of existing laws. What grand improvement will be secured by this plan? We shall, if it be carried out, have the street in a chaotic condition for a year, to the great damage and inconvenience of the public. A great many fine fronts must be backed away, and the damages audited at the close of a weary litigation, in which the city always suffers. The Russ pavement must be ripped up at least one-third its width on each side, in order to get the proper slope to the gutters; and we know by experience that the disturbance of that pavement is almost equivalent to its rais. If this job is ever accomplished, we shall have the street-lamps directly over our heads, leaving the carriage-way, where light is most wanted, in comparative darkness; while the awnings will be not only useless as shades, but will serve as water-sheds, pouring their torrents directly upon the center of the sidewarks, and on the heads of the unfortunate pedestrians. And further, the space now protected by hydrants and lamp-posts will then be occupied by the bubs and steps of carriages, which will be driven flush up to the curb, scattering their mud and tar over all who veature pear the edge of the walk.

But if we submit to all these "improvements. what shall we gain thward the relief of Broadway! Absolutely nothing. The addition of less than the width of a carrisge to the roadway is no besefit, but rather gives an excuse for crowding more vehicles into the street. In fact, granting all that this report proposes, we shall have no possible means of relieving the street from the crush and the delay of stages and carts; we must still have Chatham and Nassau streets widened, and the eastern travel sent down through Broad street; we must have Greene and Church streets widened and extended to the Battery, or nothing is done. With the single exception of reducing the extra sidewalk at Rector street, grooving the pavement and widening at the Bowling Green, nothing proposed in this report can be done with profit to the city. We hope the Common Council will carefully weigh the matter before they decide upon action which is to cost millions of money and months of trouble and annoyance without the hope of any benefit except to Mr. Enling and the men he may employ to make the most of the job.

The Herald publishes what it represents as extracts of letters written by General Henningsen, dated Rivas, March 19, and addressed to certain persons in this city, who do not, however, choose to give their names-whether because they are ashamed of their correspondent, or because they do not wish to be known as attempting to palm off a gross deception on the public, remains to be seen.

Our impression with respect to these letters is this: That they are old letters of Henningsen, in relation to some of the battles in which he was concerned some two or three months ago, of which the dates have been a'tered on purpose to impose on the easy credulity of The Herald and the public. We recollect very well that Henningsen annexed to his lettters written at that time a list of the killed and wounded, which he put down at about fifty, the same number mentioned in this letter; while the toss of four hundred on the part of the allies is just about the same number mentioned by Henningsen at that time, though it proved afterward a great ex-

So far from any letters and dispatches of Henningsen having been stolen on the way by intriguers -which is a ridiculous suggestion, as all the officers of the steamers are strongly in the Fillibuster interest-we have but little doubt that the pretended correspondents of Gen. Henningsen are engaged in an intrigue to impose upon the publie and to dupe The Herald, which has unadvisedly suffered itself to be again made the instrument-as has happened too often to that journal-for puffing an exploded cencern.

The extracts given from Henningsen's letters, even if they are to be taken as gequine and as truly dated, are not, as it seems to us, of a character to afford u uch satisfaction to his correspondents. The only precise piece of information given is that the number of Walker's killed and wounded does not exceed fifty. This, out of a total effective force of three bundred, is pretty severe, and vastly more serious to Walker than a loss of four hundred to

If there has been any purloining of letters at all we suspect it was done by the Costa Ricans, who interrupted the messengers on their way to San Juan del Sur. The incapacity to keep up a communicari n with the coast does not look like driving the Costa Ricans out of the country.

We learn from Albany that the "slight amendments" reported as having been made by Mesers. Brooks and Petty, the "American" majority of the Committee who fought so hard for possession of the Charter after its reference in the Senste, are in reality emasculations of some of the best reforms. The House bill cut off pay from the Aldermen, an made one officer Receiver of all Taxes and Assessments, and placed the care of the upper strata of the streets (except cleaning) in charge of the Department owning the lower strata-the Croton Acqueduct Board, whose honesty and fidelity in every respect are universally conceded. These were the reforms which enraged the spohstors and attracted the opposition of Commissioner Taylor's powerful lobby. With great surprise, then, must the friends of Mr. Brooks learn that by his "slight amendments" he has restored the collection of assessments and the care of street-grading and street-

paving to his political friend Taylor, (who is said to have made \$29,000 out of it last year) and that he proposes to pay the Aldermen! These "slight amendments" keep up the old system of assessment swindles and the conflict between the Croton and Street Departments regarding the care of the streets, that have so long depleted the treasury, enriched contractors, and made profitable litigation for a few interested lawyers. Nay, more: the pay of A'dermen will keep in office incompetent men, whose sole support is this Aldermanic petty larceny for a few hours' evening session now and then. Let us hope that Mr. Brooks has been deceived in the matter, or that the House, by holding fast to their reforms, will compel the Senate to recede.

Many of the reports from China published in th French and English papers must be received with grains of allowance. It now turns out that the report of a decree said to have been issued by the

Form or closing China against Europeans, founded. It has been usual to regard the di between the foreign traders and the Viceroy habitants of Cauton as entirely a local matter and the same policy seems to be pursued on the present . .. occasion.

The papers brought by the last arrival state, on the authority of a Russian journal, that the Fangeror is so short of funds as to be driven to coin iron money. But in fact the circulating medium of China has always consisted of iron money, or of coins composed of iron with an alloy of tin or copper. Of these coins, with a hole in the middle for the convenience of stringing them, as our Indians used to string their wampum, it takes from a thousand to sixteen hundred to make a dollar. Silver is not coined in China, but passes only by weight.

THE LATEST NEWS, RECEIVED BY MAGNETIC TELEGRAPH.

FROM WASHINGTON.

Special Dispatch to The N. Y. Tribune.

WASHINGTON, Monday, April 6, 1857.

The Hon, F. P. Stanton starts for Kansas to norrow, and with some regret at having accepted the place. His ultimate aim is the Senatorship. which was urged among the considerations proposed by way of inducing him to accept. In this he will be sustained by the Administration.

The possibility that Mr. Robert J. Walker may not go finally is not remote, and Stanton was originally selected with some reference to this. If the Chinese mission can be put on the footing desired that is by the pledge of the President to recommend to Congress an increase of the dignity and emoluments, Mr. Walker's efforts will be concentrated in that direction.

A most important feature of the intended policy of the Administration in Kansas has just been disclosed, and is worthy of serious attention. The purpose is, whenever the State Government shall be organized under the management of the packed Pro-Slavery Convention in September, to have elections ordered promptly and then to direct the Territorial officers to give way to those of the State, and in that condition to present themselves to Congress next Winter, urgently claiming admission upon the plea that the Government which Congress created no longer exists.

The pretended precedent for this proceeding will be found in the case of California, forgetting that it was a military government which the civil authorities of the State supplanted. When Californ's applied, twenty-four Southern Senators recorded their protest against the admission, on the ground that the faith of the Missouri Compromise had been violated. They only claimed then that Slavery ought to be allowed south of the Missouri line, conceding the right of prohibition on the north. Now they will deny it on the north with the same zeal. If opposition should be raised against the admission of Kansas as a Slave State, the South will combine against Minnesota, and repeat the tactics practiced in the cases of Maine and Missouri. This game will be played with preconcerted demonstrations of violence contingent on the refusal to admit the new Slave State, and a lively time may safely be fore-

The immediate cause of Manypenny's resignation of the Commissionership of Indian Affairs was the direction of Cobb for the payment of Richard W. Thompson's claim as the acting attorney of the Indians, which Manypenny had resisted after the action of Congress.

Ten days ago Denver's commission was filled up at the Department of the Interior, but it never was signed, and much doubt is now entertained if he will get the appointment.

The second Auditorship of the Treasury has been vacant by Clayton's transfer, for a month, and the Indian Office is now filled temporarily. These places are worth \$3,000 a piece annually, and patriots are wanted for each.

Intelligence has been received here that Thomas formerly member of the House from Tennessee, has carried two out of four counties, with the assurance of half the delegates of another, for the nemination against George W. Jones, in his district. The Treasury pillagers are rejoicing.

The Union announces Thomas's displacement from the State Department as a resignation. The Moniteur might have sonounced Verger's execution in similar courtly terms. There is no intention of giving Thomas a mission, and never will be while Mr. Buchanan is President, who ordered his dis-

Mr. Pickens has refused the Spanish mission, and is here waiting the course of rotat on.

Gancey Jones has gone home in a melancholy frame of mind. He first applied for a Consulate under the last Administration, and subsequently rose to the British mission on Mr. Buchanan's autoeraph recommerdation, from London. The President now does not recognize Mr. Buchanan's personal acts any more than Mr. Buchanan recognized himself after the platform became established. Hence Mr. Jones's virtue is likely to go unre-

To the Associated Press.

Washington, Monday, April 6, 1857.
Two Naval Boards of Inquiry have been ordered to be instituted here, in addition to the one now sitting. The names of the officers have not been divalged. The order of the cases has been changed. Those of furloughed and on leave officers are to be taken up before proceeding further with the cases of dropped officers. The case of Lieut, Wager was finished to-day, and the decision forwarded to the Secretary of the Navy.

Navy. Captain Stringham, a member of the present Board, has been ordered to the command of the Charlestown Navy Yard.

Navy Yard.

It is erroneously stated in the newspapers that Col.

E. E. Lave, the neptew of the President of the United
States who recently died at Lancaster, Pa., contracted
his disease at the National Hotel in this city, about the
time of the inauguration. So far from this being true,
he was in good health for several weeks after his reaction of the contract o and his death was occasioned by the effect

of a revere cold.

James Tyesouski, an eminent Pole, died suddenly last night of disease of the heart. He had been for

several years an Assistant Exeminer at the Patent Office.

Our affairs with China continue to occupy the a tention of the Administration, since it has been in Washington that the British Government has a pointed Lord Elgin as Minister Plenipotentiary t bina. Our Government has determined to send one thither at an early day, but owing to the great distance of China, and the time that will recessarily be involved in receiving and transmitting official communications, the Administration is relicitous of selecting a Minister in whem the numest confidence can be placed, and who will be governed by a size discretion, considering the general interests involved, including our increasing

The President has made the following appe James B. Reynert, Receiver of the Public Moneys at Hudeon, Wisconsin, vice Hoyt, resigned, Wm. T. Galloway, Register of the Land Office, and Noel By-ren Borycen, Receiver of Public Moneys at Esuclaire,

Wiscopsin.

The President has appointed and reappointed the following Postmasters: John Fraser, at New-Bedford; Thomas Y. Young, at Saratoga Springs, vice Mr. Close, whose commission has expired; Jno. M. Talbot, at Indianapolis, vice Mr. Wick, whose commission has expired.

expired.

The Circuit Court made a decision to day, sustaining

The Circuit Court made a decision to day, sustaining the Building Associations in charging more than the legal rate of interest, on the ground that their loans to members are in the nature of a contract, and are, therefore, not, naurious.

Mr. Stanton, the newly-appointed Secretary of State for Kanses, left this aftermion for that Territory.

A storm commenced here this morning, at 11 o'clock of rain, hall and enow. This evening it is clear and cold.

CONNECTICUT ELECTION.

NEW-HAVEN, Conn., Monday, April 6, 1857. The, election returns are scattering, owing to the storm, which has also diminished the vote. The opinon is that the Union State ticket will be elected. The Union candidates for the Legislature are probably

To Congress, Mr. Clarke, in the Hartford District, and Mr. Dean, in the New-London District, both Union, are elected. The Fairfield District is doubtful, nothing having been heard from the Litchfield part o it; but it is supposed that Mr. Arnold, Administration is elected.

Of the three Senators in this County, the Union party have probably elected Peters in tae VIth Dis trict, and the Administration party English in the IVth District and perhaps Spencer in the Vth Dis

The chances for Sheriff of this County are in favor of the Administration candidate by about 100 majority. The Administration Representative is chosen from this city by 200 majority.

Hartford elects two Republican Representatives, an gives on the State ticket 50 majority to the Democrats. Ezra Clark, jr., Opposition, is reflected to Congress. The Democrats have elected three Senators in the st District, and the Republicans in the IId. The IIId District is very close.

The House and Senate are believed to be Rapub Enough has not yet been heard in regard to the

State ticket to form any epinion as to the result. ARRIVAL OF THE CIRCASSIAN AT HALIFAX HALIFAX, Monday, April 6, 1857.

The steamship Cucassian, from Liverpool on the 19th ult., via St. Johns, N. F., arrived here at 9 o'clock on Sunday morning, and will sail for Portland Me., on Wednesday.

Boston, Monday, April 6 1857.
The United States steam-higate Matrimac arrived up from Quarantine this forenoon, and anchored off the Navy Yard. FROM HAVANA-TEXAS NEWS. New ORLEANS, Monday, April 6, 1857.
The steamship Black Warrior, with Havana dates

inst., has arrived here. The Mexican question continued to be the general topic of conversation among the people of Cul nothing further official was known regarding the ments of Spain. Dispatches were daily expected.

The stock of sugar at Havans and Matanzas was
210 000 boxes, and the market remained firm at last

quotations.
Two Dutch ships with 700 coolies on board, had an rived at Havana.

There had been copious rains throughout the Island.

Our papers from Texas are to the 2d inst. The crops
were in therable condition, but were suffering from

want of rain.

In the election for Judge of the Supreme Court, 15 counties had been heard from, and Roberts, Democrat,

was 200 ahead.

The election in this city to-day for Judges passed off quietly, but the returns are not received.

THE TRIAL OF THE REV. MR KALLOCH. Boston, Monday, April 6, 185 The result in the case of the Rev. Mr. Kalloch Dans, eeq. senior counsel for the defense, addressed the Jury nearly three hours and a half. Mr. Moree the followed on the other side until the hour of adjournment. He will conclude his argument to morrow, when the case will go to the Jury. Mr. Kallock, his wife

and several personal friends were present during the speeches of counsel.

A large woolen mill and dye house in North Adams, A large wooled min and aye notes in Adams,
Mase., was destroyed by fire on Thursday night. Loss
\$100 000. Insured for \$90 000.

A severe gale has been blowing here this afternoon
and evening, accompanied with a drenching rain

ELECTION FOR JUDGES.

Detroit Monday, April 6, 1857.

This city gives 200 Democratic majority for Judges (the Supreme Court, with two wards to hear from. The returns from the interior of the State are scatte ing, and indicate that but a small vote was polled.

The weather to day has been cold and bostereds accompanied with snow

PENNSYLVANIA LEGISLATURE. HARRISSURG, Pa., Monday, April 6, 1857.
Senstor Penrore of Philadelphia died to-day. Both Houses acjourned in consequence.

The Governor has appointed Jan M. Armstrong, of Lycoming Judge of the Supreme Court, in place of Judge Black.

FIRES AND LOSS OF LIFE. WATERTOWN, N.Y., Monday April 6, 1857.

The dwelling house of Mr. Grimshaw, near Cape Vincent, was destroyed by fire early on Saturday morring, and Mr. Grimshaw, wife and six children perished in the flames.

Oswego, Monday, April 6, 1857.

Oswego, Menday, April 6, 1857.

A fire, yesterday morning, in the suburbe of this city, destreyed the dwelling occupied by a French family, named Pleon's Three chiteren, the oldest 17 years of age, were burnt to death. FIRE AT PENDLETON, OHIO.

PENDLETON, Monday, April 6, 1857.

The saw-mill and lumber yard of James Mack, at this place, were burned yesterday. Loss \$10,000.

RAILROAD CASUALTY-NAVIGATION.

Oswego Monday, April 6, 1857.

A brakeman named Wm. Clark, was killed on Saturday evening, on the Oswego and Syracuse Railroad.

Navigation has fairly commerced. The propeller Kentacky, with flour and the schooners Anna Mande and Sultan, arrived yesterday from the Canada side of the Lake.

COLD WEATHER AT THE SOUTH COLD WEATHER AT THE SOUTH.
LOUISVILLE, Ky., Monday, April 6, 1857.
Nashville dispatches say that snow fail there yesterday to the cepth of three inches, and that the thermometer at 7 s. m. marked 25 degrees only abvoe zero.
Much damage it was apprehended would be done to the corn crop, and it was feared that the fruit crop would be entirely destroyed.

There was a snow storm here yesterday afternoon.

The tobseco crops of Kentucky and Tennessee have been very reriously injured by the cold and bad

NEW-ORLEANS, Monday, April 6, 1857. The weather turned very cold here on Sanday evening. The wind was very high during the night, at d sleet and rain fell heavily. No disasters are as yet

THE WEATHER.

Show fell here last night and this morning to the depth of one foot.

CINCINNATI, Monday, April 6, 1857. It rained s'eacily here verterday till evening, when a prowed. The weather is very cold this morning.

THE ICE IN THE PENOBSCOT RIVER The ice in the Praconscot RIVER
BASGOR, Me., Monday, April 6, 1857.
The ice in the Praconscot passed this city to day, and is said to have gone clear below. The opening of navigation is ten days earlier than last year.

NEW-YORK LEGISLATURE.

SENATE ALBANY, April 6 1857

Mr. UPHAM—Relative to the enlargement of the Cayuga and Seneca Caval. Third reading.

Mr. RIDER—To anner the Boston Corners to Ancram, Columbia County. Third reading.

Mr. MADDEN—To incorporate the People's Steam Ferry Company. Third reading. Special order for Weonesday at 1 p. m.

Also, to regulate the use of Slips and Wharves in New-York Cuy. Third reading.

New-York Cuy. Third reading.

Mr. J. A. SMITH-To print 100 copies of Assembly bill to amend chapter 146 of Laws of 1856. Agreen to. THIRD READING OF BILLS.

The following passed:
To authorize the Greenpoint and Newtown Road
Company to collect toll on their bridge.
To amend the act to incorporate charitable, benevolent and religious societies.

To incorporate the Geneva Hygienic Institute Com

To modify the Exemption laws in the matter of labor performed in a family as a dom-stic.

The Auburn and Cato Plankroad bill.

Relative to the preservation of dier.

To provide for the preservation of trout in the inland

raters of the State.

To change the name of the town of Linden, Catta rangus County, to Elgin.

To amend the charter of the Chemung Ruiros:

Company.

Company.
To incorporate the Port Richmond Fire Company.
To incorporate the Fire Department of the Eastern
District of Brooklyn City.
To amend chapter 62 of the Laws of 1857.
To amend the charter of Jordan village.
To provide for the collection of certain unpaid taxes in the city of Troy.
For the payment of causi damages to Huntley and others.

To smend the charter of Weedsport village

TRINITY CHURCH.

The Senate in Committee of the Whole, Mr. Darling in the chair, considered the bill to amend the charter of Trimity Church, but no one being prepared to speak—Mr. Sickles, who sad the floor, being ill-progress was reported, and it was made the special or der for 4 p. m.

Mr. UPHAM had consent to introduce a bill to fix the term of effice of Conal Appraisers.

Mr. UPHAM, in intr ducing the bill, said that the State would be greatly benefitted if the Canal Appraisers went out of office as the Canal Commissioners did, one in each year. He thought it was a damage to the State to have all these officers go out at once as they now do, and this bill was to remedy the defect in that respect. [Bill referred to Canal Committee to report complete.] CANAL APPRAISERS.

GENERAL ORDERS. GENERAL ORDERS.

The Senate, in Committee of the Whole, Mr. FERDON in the chair, considered the following bills: Relative to Divorce. Progress.

To organize an Insurance Decemment and to regulate the business of Insurance. Progress.

ASSEMBLY Mr. LEWIS moved that the House shall proceed on Wednesday to the third reading of bills, under the

Recess to 4 p. m

joint rule.

Mr. LEAVENWORTH moved Friday.

Mersra. VARNUM and JONE's reminded the House that the most important buts yet remained unacted upon, and no order should be fixed until those bills

The amendment was adopted, and, so amended the resolution passed.

Mr HOGEBOOM, on a question of privilege, called Mr HOGEBOOM, on a question of pirvage, cause the attention of the Huse to an act passed some days since to legitimatize the children of Marcus C. Scanley. That act legalized a great wrong. It allowed a ville man, whose history he recited at length, to take the children from their mother. Tolk was a violation of well-settled law; but when the history of the man was become it was a vice of montrous legislation, which

well-settled law; but when the matory of the man was known, it was a piece of monstrus legislation, which should at once be rectified. After a detailed statement of facts which placed Stanley in the light of a great villain, gally of almost every conceivable crime. Mr. H. brought in a bill to repeal the law referred to. A long discussion ensued, when Mr. WODS moved to order the bill to a third reading. Mr. FOOT objected, and gave his reasons at length. A further discussion followed, and much exciteme

mr. WOOSTER moved the previous question.

Mr. FOOT withdrew his objection, stating that he concurred with the House in its opinion that the principle or the bill to be repealed was wrong, and that these children, and all similarly situated, should be

left with the Courts.

The bill was then passed, Yeas S5. Recess.

FROM ALBANY.

From Our Special Correspondent. ALBANY, Monday, April 6, 1857.

The Assembly Chamber was the scene of intens The Assembly Chamber was the scele of intense excitement this morning, the subject, or cause, being no less a distinguished personage than Marcus Cicere Stanley, a Chevalier d' Industry, much better known in New-York than Albany. It appears that Stanley is the father of two illegitimate children by Eliza C. Toombs, or Eliza C. Fairchild, a womwith whom he had lived for a number of year and then discarded. Stanley applied to the Legisla ture for the passage of an act to legitimatize the children and to give him the sole legal control of them, on the plea that their mother was not a person to have the management of education—that he was "a respectable gen-"tleman of property and standing," and wished to educate his children and make them his legal heirs, &c. The Judiciary Committee of the As sembly was so far imposed upon by representations as to the respectability of Stanley and the degraded character of the mother of his children that a bill was reported and finally, without very general attention being called to it, was passed through both Houses and sent to the Governor for his signature. Gov. King was strongly inclined to veto the bill, on the ground that the principle of the bill was wrong but his objections were finally overcome by repre-sentations from responsible parties who had them selves been deceived as to the true character of Stanley and the mother of his children, and he re stancy and the mother of its enhance, and he re-luctantly permitted the act to become a law by withholding it for ten days instead of putting his signature of approval to it. Thinking that the pub-lic might be interested to know the exact provis-ions of the bill, I have procured a copy of it from the office of the Secretary of State, which is as follows:

As Act for the relief of Marous C. Stanley, Claude G. Shanley and Ella Stanley of the City of Sew York.

Secretor I. Claude G. Stanley, a mais child, born June 7, 1847, and Ella Stanley, a female child, born July 26, 1843, both in the City of New York, illentitimate of Marcus C. Stanley and Ellas G. Tomba, known as Ellas C. Fairchild, shall, by virtue of this act, be deemed the lentitimate children of the said Marcus C. Stanley, as if born in wedock, with all the rights and power appertaining in law to legitimate children.

SEC. 2. The said Marcus G. Stanley shall, by virtue of this act, be deemed the lawful father of the said minant children ase. appertaining in law to legitimate emission.

88.C. 2. The said Marcus G. Stanley shall, by virtue of this set, be destreed the lawful father of the said infrast children and their sole legal parent, and invested with all the rights and powers, with the corresponding liabilities and obligations becoming to that relation roothing herein contained shall be deemed to strate or establish a marriage between the said Marcus C. Stanley and the mother of said colidren, but the personal rights of the said mother in reference to the said Marcus C. Stanley, whatever they may be, shall remain the same as if this act had not been passed.

Sec. 3. This Act shall take effect immediately.

The Act is indorsed as follows:

State of New York, Secretary's Optics.

Sectived from the Governor officially, March. 23, 1437, without his signature approxing the same.

N. P. STANTOM, Deputy Secretary of State.

Sette of New York, Secretary's Office, This bill having passed the Assembly Feb. 27, and the Senate March 10, 1837, and having been in the possession of the Governor for ten 'says (Sundays excepted), without receiving his approval or objections thereto: now therefore, pursuant to the Constitution and laws of the State, I certify that the same has, by reason thereof, become a law.

March 23, 1827.

March 18, 1857.

The passage of this act but recently came to the knowledge of Mrs. Fairchild, who, assisted by some friends, came up to the Capital with such testimony as readily account the character of Stanland mony as readily exposed the character of Stauley which is too well known in New-York to be dwel

upon by your correspondent.

Mr. Hogeboom was made acquainted with the facts in the case, and rose to a question of privilege, and in a masterly speech of twenty minutes showed that the Legislature had committed an act of gross injustice and cruelty in depriving a mother of gross injustice and cruelty in depriving a mother of the care of her offspring: traced the career of Marcus Cicero Stanley, exhibiting that worthy in memorable colors, and introduced a bill for the repeal of the act in question. Speaker Littlejohn, Mr. Pomeroy and others ably and eloquently advocated the bill, and Mr. Wood asked the unanimous consent to order the bill to its third reading. Mr. Foot, Chairman of the Judiciary Committee who had reported the the Judiciary Committee who had reported the original bill, objected. He thought the Assembly was acting too hastily, and would prefer a reference of the bill to a Special Committee with power to send for persons and papers. Other members thought they had quite papers enough in the tes-timony introduced by Mr. Hogeboom, and after further discussion, in which Mr. Sluyter of New-

York explained that, as one of the Judiciary Commitee, he had advocated the passage of the bill from what he supposed to be the best interests of the children whose mother had been represented to him as a pro-titute, and the father as a gentleman. Mr. Foot, seeing that the House was disposed to suspend the rules to obviate his objec-tions, finally withdrew his opposition, and the bill was put on its final passage, and went through by 85 affirmative votes and none in the negative. The bill was immediatel ent to the Senate for concurrence, when Mr Madden speke briefly and pertinently in its favor, and it was passed through the Senate within ten minutes after being received from the Assembly and within two hours from the time Mr. Hoge been introduced the subject into the Assembly the bill had passed both Houses and received the

signature of Governor King. During the discussion in the Assembly the galleries and lobbies were crowded with eager and ex-cited listeners, and while the bill was before the Governor for his signature, Mrs. Fairchild and her two children were introduced into the Governor's room, where they received the congratulations the Governor, Licut. Governor, Speaker Littlejohn, Mr. Higeboom, and others, at which the poor woman was deeply effected, and with choking woman was deeply careered, and what chosing voice and streaming eyes showered thanks on all. Mrs. Pairebild is a good-looking, prepossessing woman, 40 or 45 years of age, and the children appear bright and well-behaved. The boy is about 10

ears of age and the little girl about 8. Mrs. Fairchild has been in town since Saturday but was obliged to keep herself and children away from parties who were hovering about watch ng their opportunity to steal the children from he under the aut ority of the statute this day repealed; and it was not till after the passage of the act that she dared emerge from her hiding-place.

The Senate Temperance bill will be reported to day or to morrow from the Excise Committee of the Assembly with amendments, the most important of which are changing the term of office of the Commissioners from three to six years, and provid ing for their appointment by the visors; after the first appointment, increasing the license in cities to not less than \$50 nor more than \$300; leaving license in the county at \$30 to \$100; allowing the County Commissioners to set ifteen days and in the cities forty days each year.

SONNET ... For The Tribune.

APRIL rain, that with the first gray dawn Now first I hear upon my window fall, [recall, What sights, what sounds, what struggles you While the strong South drives up the weeping morn!

You joined your silver sympathy, and all The darkness round me folded like a pall, Changed to mid-day of Stygian midnight boru. O scatter now, sweet rain! as you did then, This Winter of my weariness and wrong, Wherein I stumble in the ways of men.

And pine for life and beauty, strength and song Beat, welcome showers! for well I know ere long Summer will smile with all her train again. C.

MARINE AFFAIRS.

THE WEATHER-DISASTERS IN PORT.

There was a stiff gale blowing yesterday from the southward, accompanied with rain at intervals, and everal accidents occurred on the river. The steamtug Schultz had her pilot-house blown away The ships Tarolinta, for New-Orleans, and S. Crowell for Liverpool, while at anchor off Quarantine dragged their anchors and came in centact. The Tarolinta lost head, cutwater, rails, &c. The S. Crowell lost head rails and had bulwarks damaged.

The brig Crawford (of Machias), Small, from Nuev tas. 15 days, with a cargo of molasses and melada consigned to Yznaga del Valle & Co., when coming is the Hook, about 8 o'clock a. m., struck on Rom shoal, and started the stern post, causing her to lead badly. When off Buttermi'k Channel she filled and rolled over. Her crew were taken off by steamtus Hector, and brought to the city. Capt. Francis, of the steaming, offered his services to tow her, but was refused until the water was above her deck; and then, while getting a hawrer to her, she rolled over and sunk. The captain, one passenger, and seven of the crew camup in the Hector; one man was saved by a barge from Governor's Island. She had no pilot. Mesers. John son & Higgins, insurance brokers, have contracted to raise her, and will commence operations as soon as the

weather permits. The ship Southampton, lying at Pier No. 16 East River, broke from her moorings during the gale, but fortunately received no material damage.

An unknown schooner drifted foul of the ship Aurors lying in the North River and bound to San Francisco, damaging the schooner considerably, carrying away her forward rigging and bulwarks. The ship received

THE QUEEN OF THE PACIFIC. The steamer Queen of the Pacific, of 3,000 tuns buren, will be launched from the ship-yard of S. G. Bo gert, at the foot of Houston street, to-morrow morning at 8 o'clock. She is designed for the Pacific coast, an will be the largest steamer ever in those waters. Her dimensions are: Length on deck, 325 feet; length of keel, 315 feet; breadth of beam, 43 feet; depth of hold from the spar deck, 30 feet. She is diagonally braced with heavy iron straps, each of which is fastened at the head to a brace, which surrounds the ship at the hight of the main deck under the clamp. Her floors and futtock timbers are of white oak, top timbers of tamarack; she is planked throughout with white oak, and ceiled with yellow pine which tapers gradually from 12 inches at the bilge to inches at the main deck clamps. She will be propelle by one single beam engine with a 90-inch cylinder and 12 feet stroke, now building at the Morgan Iron Works Her guards will be constructed in such a manner as to afford facilities for promenading seldom enjoyed in seagoing vessels, and good ventilation is secured by

means of large ports and high airy between decks. THE STEAM-FRIGATE NIAGARA. In consequence of the storm yesterday the sails of the Niagara were not bent, and she will, therefore, not depart on her trial trip to-day. She may get off on Wednesday, but it is more probable that she will be detained until Thursday. She went into commis sion yesterday, and all was busile and excitement or board. The men were shipped, the work of cleaning up commenced, and in a day or two she will be model of neatness, as she already is a model of beauty. As she will leave us so soon, it may be well to refresh the memories of our readers with a brief outline of her. The hull is of live oak, varying in width and thickness from 22 inches by 14, near the keel, to 11 by 8 on deck

The keel is 320 feet long; length on deck, 345 feet breadth of beam over all, 55 feet; depth of hold, 3 feet 6 inches. Four boilers, and three horizontal en gines of 1 000-horse power, built by Pease & Murphy, constitute her propelling power. The cylinders are 72 mohes in distincter and eight feet stroke. All of this machiners, weighing over 500 tuns, is applied to turn a single propeller of 18 feet diameter. To protect the machinery from shot in action, it is all inclosed by in menre iron coal-bunkers, over-arching and descending many feet below the water-line. Her chimneys are telescopic, and while she is under sail or in battle, may be lowered almost out of sight. The engine and fire rooms are perfect in their way, and, being well supplied with ample ventilators, will probably be as cool and comfortable as can be desired. The Niagara will rely for speed mainly upon her sailing abilities, and although the fires will always be kept bedded, and everything in readiness for getting up steam at short notice whenever required, she will, unless in calms and on extraordinary occasions, be only a clipper

Her model is that of a mammoth clipper, with shallow forefoot, sharp, high bow and hollow water lines. View her as we will, not a single straight line is presented. Everywhere she curves fluent and free, cha lenging the admiration of the most critical by her vast yet perfectly symmetrical proportions. She sits on the sea "like a thing of life," and when oareering before a twelve-kuct breeze, ecc would feel on her as

though he were astride a fleet, high-anettled courses,

oneding along on the wings of the wind. When mover full sail she will spread Wout 14,000 rurning yards, or 7 000 square yards of ctavav; and it is anticipated that her speed, under canvas, will be 15 or 16 knots, and under steam 11 or 12 knots an hour. Her mainmast is 84 feet above deck, 111 feet in extreme beight, 37 | inches in diameter; foremast 74 feet above deck, 101 feet in extreme beight, and 35 inches dismeter: mizzenmast 85 feet in height, and 30 inches in dismeter. Her main yard is 106 feet in length, and her fore yard 94 feet. Her armament will consist of 12 great guns of 11 inches bore, 12 feet in length, and capable of throwing shot of 170 pounds, and shells of 130 pounds weight. These gues were all cast at the West Point Foundry, but will not be put on board until after she has frished her peaceful task of laying

the great submarine cable. Ore great feature in this vessel is her high and siry decks. Between the bottom or orion and berth decks, the hight is 6 feet 6 inches; between the lower and main decks, 6 feet 8 inches; between the main and spar decks, 7 feet 3 inches. The main deck, on which the officers and most of the men live, is admirably lighted by a multitude of dead-lights, and thoroughly veztilated. Capt. Hudson's cabin is large and comm dious, and neatly furnished. The most interesting ob ject in it is a good likeness of the great marine architect, George Steers, painted in oil life size, and framed in carved resewood. This was painted for, and presented by the workmen employed by Mr. Steers, to the frigate, and will always have honorable place in the captain's cabin. State rooms have been fitted up in this room for the occupation of Prof. Merse and Peter Cooper, during the time the Nisgara is engaged in laving the cable.

The working force of the Ningara is 530 men, but on this trip she will have only 490. Her officers are:

this trip she will have only 490. Her officers are:
Captain Wm. L. Hudson Commander Pennock; (on special
service); First Lieut. Jos. H. North, Scoond Lieut. J. D.
Todd, Third Lieut. John Garst; Fourth Lieut. C. Weils;
Fifth Lieut. Wm. Whiting; Sixth Lieut. E. Y. McCaniey;
Seventh Lieut. Reverly Kennon; Purser. Joseph
Elderdge; Chlef Engineer, Wm. E. Everett; Surgeon J. C.
Elderdge; Chlef Engineer, Wm. E. Everett; Surgeon J. C.
Falmer: Assistant Surgeon, Arthur M. Linab, Assistant-Surgeon, T. W. M. Washington; Capt. Rich. (U. S. Matines);
Lieut. Boyd (U. S. Matines); First Assistant Engineers,
John Faron Thomas A. Shock; Scootd Assistant Engineers,
Mortimer Keller, John W. Moore; Third Assistant Engineers,
Alexander Greet, Jackson McFlwell, George F. Kutz,
Threddare R. Ely; Captsin's Clerk, John W. Hodson;
Porser's Clerk Leward Wilsrd, Bostswa'n, Robert D'ran;
Carpenter H. P. Leslie, Gunner, John Webber; Sallmakar,
Wm. B. Freitt.

In addition to the above, she will have one boat awain's mate, one gunner's do., one carpenter's do., one yeoman, one master at arms, one ship's cook, five quartermasters, two quarter gunners, four captains of the forecastle, eix captains of the tope, two captains of the afterguard, seven coxewains one ship's steward, two officers do., one surgeon's steward, one sailmaker's mate, two captains of the hold, two afficers' cooks, two ship's corporals, 100 seamen, 100 ordirary do., and 100 landsmen. Of the matipes there are four sergeants, three corporals, two musicians, and 50 privates. In the Engineer's department 46 firemen and coal passers are employed.

Some idea of the capacity of such a floating town may be arrived at when we state that she can carry in addition to ber guns, ammunition, coal, spare spars and sads, enough of provisions, clothing, mediciae, grog, and nearly every other necessary required by all on board, for a three years' cruise. Undoubtedly the Niegara is the firest, fastest and largest vessel in the United States Navy, and wherever she goes will reflect credit upon the genius and machanical skill of the country.

MET ANCHOLY LOSS OF LIFE-FIVE PERSONS DROWNED Yesterday afternoon, between 2 and 3 o'clock, the ice boat employed in carrying mails and passengers from Kingston to Welfe Island, left this shore at the foot of Shaw's wharf, showing the boat on the ice until they approached the 'open channel," shout a quarter of a mile from the land, when the boat having considerable invasion, and the assengers harily importune and the assengers, harily importune and the assengers harily importune. of a mile from the isne, when the boat naving con-siderable inspetus, and the passengers hastily imping into it as the boat passed over the edge of the ice, the bow disping in water, and simultaneously the fail bank swamped, and all were submerged in the water. The conductor of the boat, J. S. Hunter, and a per-

The corductor of the boat, J. S. Hunter, and a person named James Tranor, saved themselves by swimming to the ice and clambering upon it, and seven
other persons were rescued by some young men from
the shore who saw the occurrence and hastened to give
assistance at considerable personal risk.

Having taken a small boat with them, they succeeded in saving the mail and some baggage which
was floating at various distances from the ice. One of

the persons saved, an American, supported himself in the interim by clinging to his trunk until taken up. The following are the names of the persons said to

have been drowned have been drowned:

James McDonald, James Mitchell (both belonging to
the Island; Wm. Dempacy, stage-driver on Long
Island, Wm. Sanders, sea cook, and John Buggy, sailor. Seven o cock, p. m.—We have just learned that the bodies of James McDonald, Wm. Dempsey and W. Saunders have been recovered and were placed in the dean house. (Kingston (Canada) News, April 3.

BROADWAY THEATER.-Last night was revived the spectacle drama, founded upon Bulwer's novel of the Last Dave of Pomneii. This play is well known to New York theater goers, it having been produced a number of years ago at the Bowery, at which time the late Thomas S. Hamblin made a sensation as Arbaces. The Egyptian Sorcerer was last night played by Mr. H. Loraine, and upon his personation we cannot conscientiously bestow a word of praise. He was hard, demonstrative, conventional and spasmodic to a degree.
Of a different style was the performance of Mrs. Lizzie Weston Davenport: As Nydia, the blind flower girl, she appeared to excellent advantage, and looked and acted the part to admiration. None of the other performers achieved immortality by their efforts to

render their various characters effectively. The scenery is not particularly good, and the effect of the last great display was radly marred by the illwerking or bad management of the machinery. Unless there is a very decided improvement in future evenings, we cannot predict a very long continuance of the Last Days of Pompeii.

WAR IN LIBERIA.—We have seen letters from several of the missionaries employed by the Methodist Episcopal Church in Liberia, from which we learn that a furious war is raging in the vicinity of Cana Palmas Episcopal Charca in Liberta, roll which we learn a furious war is raging in the vicinity of Cape Palmas, between the colonists and the natives. Thirty seven American houses and much property have been destroyed, and twenty-eight lives have been lost. All missionary and business matters were at a stand:

A cetachment of 150 men had left Monrovia for Cape Palmas, based a schoner, with expressions.

A detachment of 150 men had set monrova for cycle.

Palmas, on board a schooner, with ex-President Roberts and Vice-President Yates, to aid the colonists. We understand that the settlement immediately at Cape Palmas has not been destroyed, and it is hoped it will be able to resist the attacks of the natives. We do not understand yet the immediate cause of the war.

[Phila. Bulletin.

The whole number of persons killed at the late rail coad accident in Canada was ninety-three.

LAND WARRANTS.—From the records of the Pension Bureau, it appears that the land warrants issued since he first law was passed will call for fifty-eight millions of accer. The sets passed since 1847 have granted more than fifty millions of this amount.

A Sign for ALL LOCALITIES.—The voting for Lieutenant Governor in Rhode Island last week showed the significant fact, that within the part year the Know Notning strength in that State had diminished 42 per cent, while the Republican had increased 367 per cent!

Dr. Startin writes to The Medical Times that pitting from small pox can be prevented by applying the from small pox can be prevented by applying the tum cartharedis, or any vesicating fluid, by mean a camel hair brush, to the apex of each postule of disease, until bilatering is evidenced.

THE BEGINNING.—The Missouri Democrat of the 3d of April contains a call for a mass meeting of the Domocracy of St. Louis and all others there "who are in favor of encouraging white labor in Missouri and in the city."

"that city."

A twelve-wheeled passenger coach, of the style now used by the Central Rathroad, coats \$1,000. The avused by the Central Rathroad, coats \$1,000. The avused by the Central Rathroad, coats \$1,000 per year; and in constant use, such a car will last four years: so that in cost and repairs, each as

The Sucquehanna and Tidewater Canal will be spened and ready for business on Stonday rext.

man rames. Charles Gray, conductor of a freight frein on the New Jersey Central Raticad, was instantly killed at Whitehouse ration by being crushed between two cars which he was coupling. His body was cut into three pieces by the collision of the gars. He was should 14 years of age and was married four mooths since at Edizabethport. The deceased formerly resided in or test Bostop. FATAL RAILROAD ACCIDENT -Yesterday morning